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TWO CENTS.

CONGRESS INFORMED

The Presiden Se is in a Financial Message Today.

A NEW BOND LOAN NEGOTIATED

 But Other Bonds Can Be Substituted if Congress Acts.

TO PROTECT GOLD RESERVE

The President today sent the following message to Congress:

To the Congress of the United States: Since my recent communication to the Congress calling attention to our financial condition and suggesting legislation which I deemed essential to our national welfare and credit the anxiety and apprehension then existing in business circles have con-

As . precaution, therefore, against the failure of timely legislative aid through congressional action, cautious preparations have been pending to employ to the best possible advantage, in default of better means, such executive authority as may, without additional legislation, be exercised for the purpose of reinforcing and maintaining in our treasury an adequate and safe gold reserve.

In the judgment of those especially charged with this responsibility, the busi-ness situation is so critical and the legislative situation is so unpromising, with the omission thus far on the part of the Congress to beneficially enlarge the powers of the Secretary of the Treasury in the premises, as to enjoin immediate executive ac-tion with the facilities now at hand.

Therefore, in pursuance of section 3700 of the Revised Statutes, the details of an arrangement have this day been concluded with parties abundantly able to fulfill their with parties abundantly able to fulfill their undertaking whereby bonds of the United States, authorized under the act of July 14, 1875, payable in coin, thirty years after their date, with interest at the rate of 4 per cent per annum, to the amount of a little less than \$62,400,000 are to be issued for the purchase of gold coin, amounting to a sum slightly in excess of \$65,000,000, to be delivered to the treasury of the United States, which sum, added to the gold now held in our reserve, will so restore such reserve as to make it amount to some-thing more than \$100,000,000.

Such a premium is to be allowed to the government upon our bonds as to fix the rate of interest upon the amount of gold realized at 3 and 3-4 per cent per annum. At least one-half of the gold to be obtained is to be supplied from abroad, which is a very important and favorable feature of

The privilege is especially reserved to the government to substitute at par. With ten days from this date, in lieu of the 4 per cent coin bonds, other bonds in terms poyable in gold, and bearing only 3 per cent interest, if the issue of the same

should, in the meantime, be authorized by the Congress. The arrangement thus completed, which, after careful inquiry, appears in presen circumstances, and considering all the ob-jects desired, to be the best attainable, develops such a difference in the estimation of investors between bonds made payable in coin and those specifically made payable in gold in favor of the latter as is represented by 3-4 of a cent in annual interest. In the agreement just concluded the annual saving in interest to the govern ment, if 3 per cent gold bonds should be substituted for 4 per cent coin bonds under the privilege reserved, would be \$539,159,

amounting in thirty years, or at maturity of the coin bonds, to \$16,174,770. Of course there never should be a doubt in any quarter as to the redemption in gold of the bonds of the government which are made payable in coin. Therefore the discrimination in the judgment of investors between our bond obligations payable in coin and those specifically made payable in gold is very significant. It is hardly necessary to suggest that whatever may be our views on the subject the centiments or preferences of those with whom we must negotiate in disposing of our bonds for gold

the transaction herein detailed for the information of the Congress promises better results than the efforts previously made in the direction of effectively adding to our gold reserve through the sale of bonds; and I believe it will tend, as far as such action can in present circumstances, to meet the determination expressed in the law react of July 14, 1800, and that in the language of such repealing act the arrange nent made will aid our efforts to "insure the maintenance of the parity in value of the coins of the two metals and the equal power of every dollar at all times in the markets and in the payments of debts."
GROVER CLEYELAND.

are not subject to our dictation.

Executive Mansion, February S, 1895. THE ARMY VACANCY.

Brig. Gen. Thomas H. Ruger to Be Major General.

It is now Lieut. Gen. John M. Schofield, U. S. A., with all that the term implies. He was nominated Wednesday, confirmed by the Senate yesterday and commissioned by the President today. Owing to a severe cold, Gen. Schoffeld was not able to leave his house today. His commission was therefore delivered to him, and he subscribed to the required cath of office there.

Gen. Ruger's Nomination. The vacancy in the list of major generals caused by Gen. Schofield's promotion was filled by the President today by the nomination of Brig. Gen. Thos. H. Ruger, com-

manding the department of the Missouri, with headquarters at Chicago. Gen. Ruger has a splendid record of distinguished service in both the regular and volunteer army, covering civil war, Indian campaigns and riots. He was born in New York, and appointed to the Military Academy as a cadet from Wisconsin July 1, 1850. In 1854 he graduated and was appointed a brevet second lieutenant in the ecrps of engineers. In this capacity he engaged upon the construction of the defenses of the approaches to New Orleans until 1855. July 1 of that year he resigned his commission and settled at Janesville, Wis, in practice as a counsellor at law. When the rebellion broke out he entered the volunteer service as lieutenant colonel of the third Wisconsin volunteers. His

first service was in the operations in Maryland and in the Shenandoah valley, taking an active part in preventing the as-semblage of the confederate legislature of Maryland at Frederick. He became colonel of his volunteer regiment August 20, 1861, and entering the northern Virginia camgagements at Cedar mountain and else-where. In 1862, as a brigadier general of volunteers, he participated in the Mary-land campaign, and with the Army of the

at Chancellorsville and Gettysburg. Suppressing the Draft Riots.

Potomac fought at Antietam, and after-ward in the Rappahannock campaign and

In 1863 he spent a mouth in suppressing the draft riots in New York and in the fol- bill authorizing gold bonds. lowing year he was fivading northern Georgia in command of a brigade of the twentieth corps. He was at Resaca and at the siege and fall of Atlanta, and later, the following nominations: taking command of the twenty-third corps, took part in the campaign against Hood in eral of volunteers in 1864 for gallant serv- | James, Minn.

ices at Franklin, Tenn. He was present when Gen. Jos. E. Johnston surrendered, and from 1865 to 1866 was in command of the department of North Carolina. September 1, 1866, he was mustered out of the volunteers and was appointed in the regular army as colonel of the thirty-third in-factry. He was brevetted brigadier gen-eral of the United States army in 1867 for gallant service at Gettysburg, transferred to the eighteenth infantry in 1869, and was superintendent of the Military Academy from 1871 to 1876. After the war he saw much hard service in Indian troubles and became a brigadier general, his present rank, in 1886. As such he was in command of the department of California until last November, when he succeeded Gen. Miles in command of the department of the Missouri, which command he will retain as major general. The vacancy in the briga-dier generalship caused by his promotion will not be filled until his nomination has been confirmed.

THE TUG TRITON.

The Commissioners' Request for Her

Referred to Capt. Howell. Secretary Herbert has referred the communication of the District Commissioners requesting to be allowed to use the naval tug Triton in breaking the ice blockade of the Potomac to Capt. Howell, commandant of the navy yard, for a report on the subject. The Secretary wants to accommodate the local authorities, and to assist them in preventing an ice gorge, but before placing the tug Triton at their disposal for that purpose he desires also to know that the craft can be spared without detriment to the government's interests, and that it will be safe to use her in the manner proposed. Capt. Howell will probably be heard from in the morning, and it is believed that he will report that he sees no objections to granting the request of the District Commissioners, under the conditions are not the them. conditions named by them.

The Trouble in Colombia.

Secretary Herbert received a telegram from Capt. Cromwell, commanding the cruiser Atlanta, at Colon, saying that the government troops in Colombia have gained several victories over the rebel forces, and that the impression prevails in Nica-ragua that the present revolution will be speedily suppressed.

REPUBLICAN SENATORS

They Are Entirely Satisfied With the Way Things Are Going.

Appropriation Bills Will Occupy the Attention of the Senate Up to Adjournment.

The republican Senators are entirely satisfied with the way matters are going in the Senate, and those of them who are concerned in the management of the machinery eel that they are in position to predict with much certainty the course of events

from now until the 4th of March. "The diplomatic bill will probably be disposed of by Saturday night?" was suggested in a questioning way to one who is in their confidence today, whereupon he replied, "That is just when it will be passed."

"After that, what?" was asked. "The post office appropriation bill."

"And then?" "Another appropriation bill."

"What will become of Senator Butler's motion to take up the pooling bill?"

The Pooling Bill. "That motion will in all probability prevall, but that will be the end of it. A majority of the republicar's will assist him in getting the bill up for two reasons; one being that they want to displace the bankruptcy bill, and the other that it is understood to be the desire of the democratic steering committee to have the territorial admission bills follow next in consideration after the bankruptcy bill, and the republicans are not averse to antagonizing that committee. But if the order of business is reversed to this extent, it does not mean that the pooling bill will be seriously considered. On the contrary, it is not the purpose that any general bill, except the ap-propriation bills, should be passed during the present session, unless the democrats can agree upon a financial bill. The republicans who are managing the thing would hardly assume the responsibility for defeating a measure of such general importance as a financial bill, while they feel

free to pursue any legitimate tactics for preventing other general legislation. Calculated the Chances.

"They have calculated the chances to a nicety, and they know just what time can be given to each of the appropriation bills unacted upon. They intend that all of them shall pass, and that there shall be no extension on account of failure in this line; but they do not propose that time shall be left for anything else. Of these bills, the post office, the legislative, the Indian, the agricultural, the sundry civil and the general deficiency are still to be acted upon after the diplomatic bill shall be gotten out of the way. That makes two bills for each week which will remain of the sestion of the sestion of the sestion which will be planty of material. sion, and there will be plenty of material in the bills for all the debate necessary to

the purposes of the republicans." Reason for the Policy Pursued.

The same authority is responsible for the statement that the entire manipulation of this matter is in the hands of Senators Platt, Chandler and Aldrich, and he ascribes the policy which is being pursued to opposition to the bankruptcy bill, terri-torial admission bills and to indifference to the pooling bill, and also to the fact that these three Senators resented the refusal of the democrats to suspend consideration of the bankruptcy bill during the absence of Senator Hoar. He also says that while the republicans would not stand the way of the passage of a financial bill, they feel that any agreement on such an impossibility.

NO OFFICERS KIDNAPED.

Consul Jones at Chin Kinng Denies the Published Report.

The New York World today prints the

following cable: CHIN KIANG, China, February 7 .- To the editor of the World: There is no fruth whatever in the report that any officers of the United States gunboat Concord have with it deeper snow and on that occasion

> ALEXANDER C. JONES, United States Consul.

WILL REPORT A BILL

Expectation of the Democrats of the Ways and Means Committee.

The House committee on ways and means has been called to meet tomorrow to consider the President's message, and it is the expectation of the democrats in the committee that they will report at once a

Nominations by the President. The President today sent to the Senate

War-Brig. Gen. Thomas Howard Ruger to be major general. Tennessee and in the operations at Columbia. Gen. Ruger was brevetted major genCharles, Minn.; John J. Thornton, Saint

Suffer Most.

RAGE OF THE STORM

BLIZZARD LAST

Railroad Traffic Almost Entirely Stopped by Heavy Drifts.

IN OTHER SECTIONS

The pledges of the weather bureau have been kept.

This is the blizzard which they promised: It is here. It began to arrive yesterday, and at midnight it had come in. It has brought business largely to a standstill. Travel was at first impeded, then interrupted, and, lastly, it was suspended. Early yesterday evening all the horse-car lines doubled their teams, and put forth strong efforts to prevent a blockade of their reads. Sweepers were kept on the move, but as midnight approached the grooves of the rails were so packed that the wheels could not keep the track. This was especially true at all curves. Very few people ventured out. The theaters were very slimly patronized, and several entertainments scheduled for last night were postponed. Only the hardlest of people, or those forced by necessity, dared brave the hardships of the night. The same condi-tion of affairs prevailed during the day. A large percentage of absentees are reported at all the government offices and the private stores and shops. No shoppers are stirring. Everything is as quiet as a vil-

The lowest point reached by the official thermometer at the weather bureau was zero. This was touched at 6 o'clock, and mercury remained stationary till 8 o'clock, since which hour it has risen steadily. Although the weather is as bad as any Washington has ever experienced during the lifetime of the weather bureau, yet it is not the coldest snap of recent years by many degrees. February, as a rule, in this latitude, is not a cold month. In nearly every year since 1872 the mini-mum temperature has been reached in January. The coldest weather which Washington has known since 1872 was on December 31, 1880, and January 1, 1881. On the first day the mercury went down to 13 degrees below and on the following day sank to 14. The minimum temperature of each year for the past twenty-three years is as follows: 1872, January 31, 3 above: 1873, January 30, 6 below: 1874, January 30, 9 above: 1875, January 10, 3 below: 1876, December 9 and 10, 4 above; 1877, January 3, 4 and 5, 3 below; 1878, January 8, zero; 1879, January 3, zero; 1889, December 31, 13 below; 1881, January January 23, 9 above: 1884, January 26, 2 above; 1885, January 21 and 29, 10 above; 1886, January 13 and 14, 1 below; 1887, January 3, 6 above; 1888, January 22 and 28, 9 above; 1889, February 5, 4 above; 1800,

In Other Places. At 8 a.m. today reports from all the stations of the weather service show that

the coldest for the corresponding period in other years was registered at Norfolk, Charlottee, Raleigh, Hatteras, Wilmington, gomery, Meridian, Vicksburg, New Orleans, Shreveport, Fort Smith, Little Rock, Palestine, Tex.; Galveston, San Antonio, Corpus Christie, Tex.; Memphis, Nashville, that the Alexandria trains will be moving Chattanooga, Knoxville, Louisville, Indian- on time late in the afternoon. apolis, Cincinnati, Columbus, Ohio, and Parkersburg, W. Va. At a number of these points, especially in the far south, Florida, Texas and Louisiana, the mercury went to a lower point than was ever before reg-The thermometrical readings at istered. the various stations at 8 a.m. today are given below. The minus marks preceding

figures indicate the number of degrees below zero: | No. Boston, Mass..... Block Island, R. I.. Albany, N. Y.... New York, N. Y.... Hannibal, Mo..... Springfield, Ill..... VASHINGTON, D.C. Lynchburg, Va.... Norfolk, Va..... Raleigh, N. C.... Wilmlagton, N. C... 10 Yankton, S. Dak... 12 Huron, S. Dak.... Charlesten, S. C Augusta, Ga.... Sayannah, Ga.... Jacksonville, Fla... At'anta, Ga.... Pierre, S. Dak..... Moorhead, Minn.... Williston, N. Dak.. Havre, Mont.... Helena, Mont.... Miles City, Mont... Little Rock, Ark...
Palestine, Tex....
Galveston, Tex....

Memphis, Tenn... Knoxville, Tenn... Louisville, Ky... Indianapolis, Ind...

0 Sait Lake City, Utan
0 Cheyenne, Wyo...
14 Denver, Col.....
2 Amarillo, Tex...
6 Pueblo, Col....
10 Dodge City, Kan...
14 Okiahoma City, Okla
12 Santa Fe, N. Mex...
8 Tueson Ariz. - 8 Tucson, Ariz...

- 8 Tucson, Ariz...

- 8 Spences Bridge, B.C.

- 4 Portland, Ore...

- 12 Roseburg, Ore...

- 20 Eureka, Cul...

- 8 Sacramento, Cal...

- 8 Sar Francisco, Cal.

2 Los Angeles, Cal... Railroads Blocked.

The scene around the Baltimore and Ohio station today was one of storm and desolation that has not been equaled in this city since the great blizzard of 1888. Snow was blowing around in great gusts, and no one thought of venturing out on the platform unless it was absolutely necessary. The tracks were all buried deep in drifts, and it was almost impossible to keep even the platforms clear of snow. All the trains that have arrived today were from two to six hours behind time, and, no matter whence they come, the passengers and trainmen report a storm been captured or arrested by the Chinese here. Moreover, there has been no trouble here of any sort in which the Concord's officers or any other Americans did inflict the greatest hardship on every one on board. For example, the train from Pittsburg, which was due at 7:10 a.m., did not reach Washington until nearly 11. The train from New York, due at 7:30, was scheduled to arrive four hours later, while the train from Cincinnati and St. Louis, due at 4:02 a.m., did not reach this city until after 10 c'clock. All the incoming trains were covered

with snow and ice, and presented the appearance of an incoming ocean steamer which has been battling with the elements. The engineers on a number of trains re-pert passing through storms of wind and snow that made it almost impossible to make any progress at all. The engines were sheeted with ice, and in many cases the trainmen came very near to being frozen.

A Terrible Ride.

In conversation with a Star reporter this that he had ever known in all his experi- Japan is their stopping place.

ence. It was impossible to keep the tracks clear on account of the winds, which changed the positions of the drifts more rapidly than they could be cleared away. Any number of drifts, from four to six

feet deep, were encountered, and time and again the train came to a full stop on ac-The Poor, Railroads and Street Cars again the train came to a full stop on account of the snow.

Considerable difficulty was had with the air brakes and a number of times the triple valve which regulates the brake on the driving wheel froze solid and gave considerable trouble. The condition of the engineer and fireman was about as bad as could be imagine? If the windows of the cab had been kept closed they would have been banked are in a few minutes with been banked sup in a few minutes with snow and ice, making it impossible to see ahead along the track. So it was necessary to keep the windows open, and the result was the snow beat into the cab in great drifts. As it struck the faces of

the men it melted and then froze solid again in the icy wind, and their faces were covered as if with masks of solid ice. Several times the men thought they would be overcome with the cold and ex-posure, and they were almost surprised, as well as pleased, when they pulled into the station this morning, still alive and apparently not so very much worse off for their terrible experience. This was only a sample of the stories told by the crews of the various incoming trains. The storm does not appear to have been very much worse in the mountains than it was nearer to Washington, as is shown by the reports of the trains of New York and the north.

Outgoing Trains. These stories of hardship were not confined solely to incoming trains, but the greatest difficulty has also been experienced today in getting trains out from the station. The storm has been felt in its greatest severity in the outer yards, and has been a hard matter to get in engines and cars with which to make up trains. All the turntables, switches and water supplies were frozen up, causing the greatest inconvenience to the make-up crews. All the trains leaving the city this morning were from fifteen minutes to a

morning were from fifteen minutes to a haif hour behind time in getting off.

General Manager Alvey was on hand at the station all last night battling with the difficulties which encompassed his office, and doing his level best to bring order out of seeming chaos. This morning he came in on a freight engine on the Metropolitan branch, which was used in clearing away the drifts. He reports running through a number of drifts five and six feet deep, and says that they had the greatest difficulty in making any headway at all. One unpleasant result of his labors in this direction was a pair of frost-bitten cars, and he fooked pretty badly battered today as a result of his official battle with the elements.

The Pennsylvania. Alexandria was completely cut off from the rest of the world this morning. The river is frozen over and the railroad tracks running in all directions are covered with snow to the extent that it is impossible to move railroad trains. At the Baltimore and Potemac depot this morning business was almost at a standstill. A Star reporter was told there by the railroad officials that it was possible to run trains over the rail-road between here and New York this morning, although all trains coming this way were hours behind time. The clerks' trains between Baltimore and this city came in late, but there was nothing movspecial left here on its way south, but soon after passing Four-Mile Run it encountered a snowdrift through which the pressure of steam could not push the wheels. This drift, which was not far from St. Asaph's, December 27 and 28, 18 above; 1891, De-cember 18, 15 above; 1892, January 17, 4 When it was seen that the train could not above; 1803, January 18, 6 below; 1804, December 29, 6 above; 1805, February 3, 3 to the city, but this was also impossible. and it was not until about 9 o'clock this morning that two engines were able to rescue the train from the huge pile of snow and return here. The Florida special on its way in this direction was un-

able to pass Quantico last night on acount of the snowdrifts on the track. It was impossible this morning for trains to move over the Washington and Ohio N. C.: Augusta, Savannah, Jacksonville, road between here and Round Hill, and the Titusville, Jupiter and Key West, Fla.; many clerks who live along the line of this Atlanta, Tampa, Pensacola, Mobile, Mont- read were compelled to remain home today. Snow plows and gangs of workingmen were sent out from the station this morn-

Street Car Travel.

Street car travel was carried on with great difficulty last evening, and the situation this morning, as far as the suburban lines were concerned and some portions of the city lines, was not improved. Even the cable road experienced several delays last evening, owing mainly to the difficulty in operating the brakes. The collision at 14th and U streets with the Chevy Chase car, which was mentioned in yester day's Star, stopped all travel for some time, and then there was a slight col-lision at the corner of B and 1st streets northwest between one of the cars and a snow plow. The brakes were unable to hold the cars as they came down the hill, and a blockade resulted, which affected the Belt line as well.

On the Metropolitan line travel continued at irregular intervals last night, but practically the regular schedule was followed this morning. The snow plows and the sweepers were kept busy all night, and in spite of the drifting snow the tracks on this road are comparatively free.

An enormous drift of snow on 14th street near the monument blockaded travel on the Belt road, and although a gang of mer was kept at work all night a large part of the drift was still there this morning. The cars were run down 12th street in-stead of 14th. The section of the road on Louisiana avenue was also shut off by the the cars travel on the Belt road was main was resumed again this morning.

The electric portion of the Eckington road was able to maintain travel pretty well, but the drifting snow proved rather formidable for the plows. Snow piled to an unprecedented height on

and along the tracks of the suburban roads rendered travel this morning impossible. Owing to the high wind which prevailed efforts to clear the tracks were rendered fruitless, as the snow seemed to be blown back as rapidly as removed. Piles of snow six and eight feet high were reported along these lines. Even the cars on the Anacostia road stopped running. The managers of the roads expected to be able to accomplish something in the way of clearing the tracks as soon as the wind died down.

Hard on Gripmen.

The storm was especially severe upon the gripmen and car conductors, the wind having full play through the grip cars along the avenue. Many of the gripmen had not counted on the severity of the storm which came later in the evening, after they had assumed the duties of the post, and were consequently much injured by the wind and cold. Many rumors were affoat about frozen feet, ears, fingers, hands and other exposed parts of the body, and in a numer of cases the rumors proved well founded. It was rumored early this morning that one conductor of a cable car had been frozen while on his car last night, and was so overcome as to necessitate his removal into a house along the line of the road. Inquiry at the office of the Washington and Georgetown Railroad Company failed to confirm the report. The gripmen are talking of getting the companies to adopt some means of protec-

ion during severe cold weather, and there is talk of a bill looking to that end to be atroduced in Congress. At the last session of the Maryland legislature a bill was in troduced providing for the inclosing of the grip cars, but was fought so hard by the Baltimore railroads that it was not passed.

Naval Movements. Two more of our warships are nearing

the scene of conflict between China and Japan. These are the cruiser Detroit and In conversation with a Star reporter this morning, the engineer who brought the Pittsburg train from Cumberland to this the latter sailed from Colombo, Ceylon, city said that the storm was the worst yesterday for the same port. Yokonama,

EFFECT LIKELY

Congress Will Probably Not Adopt the President's Suggestion.

REED'S BILL COULD HAVE PASSED

Democrats Voted Against It for Party Reasons.

CONGRESSIONAL COMMENTS

The message from the President announcing the negotiation for bonds is pretty generally regarded in Congress as a theatrical performance. It is not believed that the message was addressed to Congress with any idea that it would lead to the authorization of gold bonds to take the place of those which the executive has been able to negotiate, but that it is intended to impress the public with the idea that if there is any criticism on account of the high rate of interest paid on the bonds issued Congress shall be held responsible for it. The assumption that this is the purpose of Mr. Cleveland in sending the message has excited considerable bad feeling and a spirit of defiance in Congress. It is not regarded as at all probable that Congress will take advantage of the ten days' option to change the bonds into gold bonds, so as to reduce the interest from 3 and 33-4 to 3 per cent.

The statement implied in his message that the bonds were issued by private negotiation has caused some surprise and is regarded as indicating that the bankers have the upper hand in the negotiation and compelled Cleveland to yield. He took the position at first that the bonds should not be issued in this way, but that bids should be advertised for, and it is said that in the controversy over this question the first ne-gotiations were held up. His sending a message to Congress was probably inspired largely by a desire to avoid criticism on this point, as he clearly states that the men who have it in their hands to give or withhold the gold sought are not to be dictated

to by the government.

It is said by republicans that had the administration not been afraid of the republicans getting too much credit out of the matter Mr. Reed's proposition might have been got through Congress. Some of the lemocrats who voted against it acknowl edged privately to republicans that they favored the proposition, but that for party reasons they would have to vote against it, as the administration realized that it would never do for the solution of the problem to come from that quarter. The reason republicans advanced a particular proposition which was presented by Mr. Reed was that nothing more complicated in its character could by any possibility be got through. It is well known to every man in Congress that no legislation can be had which the silver men of the Senate determinedly oppose. It was therefore essential if action were sought to fix upon some measure which they would be willing to permit to The republicans conferred among themselves until they had reached a propo sition which Mr. Teller and others would agree to. This was the Reed substitute. question presented to the House, therefore, was whether they should take practical view of the situation and accept something which might be passed through the Senate or whether they try to pass a bill which was more nearly what they wanted, but which could no even get consideration in the Senate. In tute the administration democrats sealed the fate of their proposed financial legisla tion. Even had they succeeded in passing would have been with the foreknowledge that it never could pass the Senate, and that, therefore, the action of the House would have been little more than a spec-

tacular performance. Some Are Hopeful.

The ever-hopeful, never-to-be-discouraged gentlemen, who have been insisting ever since the session began that legislation desired by the administration on this subject could be had, are starting out today as buoyantly as ever, with the declaration that, in consequence of Mr. Cleveland's message, Congress will authorize the substitution of gold bonds for those being negotiated. It seems absurd for any one to expect such a thing for an instant. A majority of the democrats and a very considerable number of the republicans, if not a majority, are opposed to the use of the word "gold" for various reasons. The republican objection is that as it stands now "coin" means "gold," and that the issue of a new set of bonds with the word 'gold" substituted for coin would make discrimination which might discredit the coin bonds. The message is hardly likely to change

the opinion of any considerable number of men in Congress. The question now if any further attempt at legislation is to be had is transferred from the banking and currency committee to the committee on ways and means, There is nothing in the message about currency, and under the rules of the House he ways and means committee has authority over the simple question of bonds. Mr. Wilson of West Virginia can now have chance to try his hand on this difficult problem of influencing Congress to do what

it does not want to do. Senators Discuss the Message.

The President's message was somewhat unexpected by the Senate, but it had not leen on the Vice President's desk 5 minutes before the fact that it was a message in regard to bonds was circulated among some of the Senators. Others not so fortunate failed to appreciate what was going on until the reading of the document was well under way. When all the Senators had become aware of the character of the message they gave

comments as the reading proceeded. Don't Care to Talk.

undivided attention to the reading of the

document, and some of them made audible

"I don't care to discuss it," said Senator Sherman of the finance committee, when the reading had been concluded. He had given careful attention throughout the reading, but had shown no sign of either approval or disapproval. He added: "It is a clear and well written

document. As to the policy indicated, we are all so divided that I prefer to say noth-Senator White (democrat, California), member of the finance committee, declined

to say more than that "if the interest-saying indicated by the President could be made without taking other loss it would be well to save it." Senator Teller, republican, of Colorado,

declared the silver men would not be moved by the President's appeal for gold bonds. He also predicted that the gold secured by the proposed issue would go out just as it had gone before, under the same circumstances, and said there was no real advantage in selling the bonds abroad. He thought at least a hundred millions could have been disposed of in this country at 3 1-2 per cent. Senator Jones of Arkansas, also a mem-

ber of the finance committee, said he had nothing to say. Unloads the Responsibility. Senator Hill of New York-The President unloads the responsibility for the present

situation on Congress. Senator Brice of Ohio-The power of the parity is unquestioned. Legislation pro- by train this morning.

vides for this. The cost of so doing is an-Senator Washburn (republican) of Minne sota—It is fortunate we have a President who has the nerve to do his duty unflinch-

Senator Dubois (republican) of Idaho-It is what we all expected, and there was no necessity of sending a message to Congress on the subject. He talks of maintaining the parity; why, he will send gold to a

premium if he keeps on.

A little surprise was expressed by members at Speaker Crisp's prompt reference of the President's message to the committee on ways and means instead of the banking and currency committee. This was clearly explained, however, on the ground that the bond issue was a step taken in regard to the revenues of the government and the bonded debt. Mr. Reed of Maine walked over to the

democratic side and made some sarcastic remarks when the message was read. "I am surprised," he said to Gen. Tracey, "that you and Strauss and Everett applauded that message, and I noticed that you were alone in your applause." "Why did not you applaud?" Gen. Tracey

asked. "Because I am with the great majority," was the reply.

The action of Speaker Crisp is taken by members of the House a practical transfer of the financial leadership in the body for the remainder of the term of Mr. Springer to Mr. Wilson, the chairman of the ways

What Mr. Wilson Says.

Mr. Wilson had not read the message when seen, and had just learned of its reference to his committee, having arrived a little late. Consequently he was not able to comment upon it.

"The committee will consider the message at once," he said. "A special meeting will be called, or possibly it will be taken up at tomorrow's meeting, that was called for another purpose."

Mr. Springer said: "As this relates solely to the bonded debt, it goes properly to the committee or ways and means which has

committee on ways and means, which has exclusive jurisdiction over those matters. "It pertains in no way to currency questions. The message still presents the question of gold bonds. If I was charged with the subject I would report a bill of one section providing that whatever bonds were issued in the future should be payable in gold at 3 per cent."

Representative Tracey (N. Y.) said: "The message shows the absurdity of refusing to pass legislation authorizing gold bonds.

THE HAWAIIAN REVOLT

A Small But Important Batch of Correspondence Sent to Congress.

Instructions to Minister Willis in Re gard to Americans Under Sentence for Participating in the Uprising.

The President sent to Congress today a small but important batch of Hawaiian correspondence. It relates to the recent revolution and the trial of the conspirators No Sign Given of La Gascogne's and consists of two telegrams only, as fol-

Mr. Willis to Mr. Gresham.

HONOLULU, January 30, 1895. (SAN FRANCISCO, February 6, 1895.) Revolt over 9th. Casualties-Government. one; royalist, two. Court-martial convened hour. The steamer La Gascogne had not 17th; has tried thirty-eight cases; two hun- been sighted. The fierce gale which set in dred more to be tried and daily arrests. yesterday afternoon continues, and at Gulick, former minister, and Seward, min- Sandy Hook the wind is blowing at the ister, major in federal army, both Ameri- rate of nearly sixty miles an hour, and cans, and Rickard, Englishman, sentenced nothing can be distinguished at any great to death; all heretofore prominent in poli- distance from the shore. Direct telegraphtics. T. B. Walker, formerly in the United States army, imprisonment for life and \$5,000 fine. Other sentences not disclosed, but will probably be death. Requested copies of record for our government to determine its duty before final sentence, but

no answer yet. Bitter feeling and threats of mob vio lence, which arrival of Philadelphia yes terday may prevent. Lilluokalani made prisoner 16th; on 24th relinquished all claims and swore allegiance republic, im-ploring elemency for Hawaiians. Government replies to Liliuokalani, "This docuslightest degree from personal and individual liability for complicity in late con-spiracy." Denies that she had any rights since January 14, 1893, when she attempted new constitution. "Fully appreciates call to disaffected to recognize republic, and will give full consideration to her unselfish appeal for clemency" for particl-pants. ALBERT S. WILLIS.

Gresham to Willis. DEPARTMENT OF STATE,

Washington, February 7, 1895. COOPER.

U. S. Dispatch Agent,

San Francisco, California. Forward following by first steamer to A. S. Willis, United States minister, Honolulu: "If American citizens were condemned to participation in reported revolution, but death by such a tribunal for actual participation, but not after open fair trial, with opportunity for defense, demand delay of execution, and in either case report to your government evidence relied on to support death sentence.

EFFECT OF THE BLIZZARD. The Senate Appropriates \$10,000 for

"GRESHAM."

the Local Poor. the Senate this afternoon, and if it should be repeated in the House the sum of \$15,000 will be available within a short time for the relief of the poor in the District and for the breaking of the ice blockade in the

A little later Mr. Harris presented a joint

resolution appropriating \$5,000 to enable the District Commissioners to remove the ice in the Potomac as far as the District line on the south to permit the continu-ance of the navigation of the river. This was likewise passed without any debate. Shortly after the Senate met Mr. Sherman presented a bill appropriating \$10,000 for the relief of the suffering poor in the District, to be dispensed by the Commissioners with the aid of the charitable or-ganizations. There was no debate whatever and the bill passed without division. Both measures now go to the House for action. In each case one-half of the sun

appropriated is to be paid out of the Dis-

trict revenues, amounting in all to \$7,500.

Monthly Import and Expert Statement Acting Secretary Hamlin has, in a letter to the House of Representatives, recommended legislation providing for the printing of 1,500 copies for congressional use of the monthly summary statement of imports and exports prepared by the chief of the bureau of statistics, and giving the treasury authority to order not exceeding 4,000 additional copies of each issue. He says the necessity for the legislation arises from the fact that the new printing law limits the edition of the statement to 1,000 copies. It is the only public record made of imports and exports, he says, and gives in addition a great variety of information on the commerce and finance of the United States and foreign countries.

NEWPORT, R. I., February 8 .- Nothing has been heard of the Pilgrim here. The Providence, of the Fall River line steamers, which put in her last night, bound

THE WORST IN YEARS

Not Such a Storm Since the Blizzard of 1888.

TRAINS FROM THE EAST VERY LATE

Traffic Much Delayed by the Huge Drifts.

WIRES NOT INTERFERED WIT

NEW YORK, February 8.-The worst snow storm since the blizzard of March 14, 888, 'started in last evening and has continued uninterrupted up to the present time. Traffic on surface street railways is very much delayed and in consequence the elevated roads are taxed beyond their capacity under normal conditions.

With that capacity reduced two-thirds by the storm the delay is most annoying. Trains were running 20 and 25 minutes apart, and as they stopped at the station the cars were so full that in some instances the gates could not be opened, and no one could get on. Women were in some cases pulled out over the railing, but hundreds of people were carried past the sta-

Men not only filled all the platforms, but clung on outside the railing of the rear platforms, in peril of being thrown off at

the curves.
On the North and East rivers, where the storm had a clear sweep and where the running cakes of ice added to the danger, the ferry boats stopped running when the storm was at its fiercest. They made halfhourly trips during the night and just before dawn stopped running altogether. The greatest danger was experienced in the ice cakes in the river. The slips were filled with ice, and a boat could reach her dock

only after long delay.

The Jersey Central railroad was completely blocked up to 9:30. No cars had reached the depot at Jersey City, and as a consequence thousands are snow-bound and unable to reach this city.

The officials declare that they will have the cuts cleared of snow and trains running before noon. One of the Jersey Cen-tral ferry boats arrived at the foot of Liberty street at 8:50, some twenty minutes behind time, carrying only one passenger, and that a woman. Yesterday the same boat, at the same hour, carried 2,500 passengers. One of the Pennsylvania ferry boats last night got lost in the river, and consumed over two hours in reaching her slip on the

MANY STEAMERS OVERDUE.

NEW YORK, February 8.-Not a vessel had arrived at this port up to noon today. At Sandy Hook it is very thick. The wind has increased in force, and at noon was blowing at the rate of seventy miles an

ic communication with Fire Island is stopped, the cable connection with the mainland having been broken by the vast quantity of ice in the great South bay. Should La Gascogne, now five days over-

due, be anywhere near the coast she could not be seen until she was close to Sandy The White Star steamer Teutonic is now about two days behind her best record time, and the belief grows that she may be assisting the Gascogne. The Red Star steamer Rhynland, now thirteen days out from Antwerp, has not yet been reported. Other steamers due are the Bolivia, from Mediterranean ports, fifteen days out from Gibraltar; the Leiandaff City, seventeen days out, from Swansea; the Manitoba, fourteen days out, from London; the Wittekind, twelve days out, from Bremen, and

the Taormina, fifteen days out, from Hamburg. The probabilities are that when the weather clears all these latter steamers will be sighted off Sandy Hook, and it is hoped that La Gascogne and Teutonic will

be among them. SPENT AN AWFUL NIGHT.

Hard Fight for Life of a Fishing

Schooner's Crew. NEW YORK, February 8.-The fishing schooner Emma, while trying to make a death by a military tribunal, not for actual harbor in Gravesend bay last evening, became jammed in a heavy ice floe which drifted out of the narrows with the ebb tide. The ice forced the little craft over to the west bank between Hoffman and Swinburne islands, where she heeled over and commenced to fill. The heavy ice driving

against her sides sprung her decks and seams. A heavy snowstorm was raging at the time she struck, making the weather so thick that the captain was unable to locate the land. The crew lashed themselves to the rigging and waited for help. The wind blew with terrific fury, and in desperation at midnight four of the crew launched a dory in the hopes of reaching shore.

The wind now changed to the westward and the dory was lost to sight in a few minutes and has not been heard from up to 10 o'clock this morning. Capt. Hanson and the remaining four sailors, fearing to stand by the wreck any longer, decided at 2 a.m. to launch another dory and attempt to reach the shore. After a desperate struggle with the heavy ice and intense celd and blinding

spray the well-nigh exhausted fishermer sighted the light on Fort Tompkins, and shortly after 6 a.m. they managed to reach the shore and walk to the residence of Keeper Davey of the light house, who did all in his power for the sufferers.

The Emma hailed from New Londowhere she was built in 1882. She was forty-three feet long and registered a trifle

HIGH DRIFTS IN PHILADELPHIA. Street Car and Other Travel Almost

Impossible. PHILADELPHIA, Pa., February 8.-The storm which began last night is the nearest approach this locality has experienced to the blizzard of March, 1888, since that memorable storm spread ruin over the country.

The snow ceased falling in this city shortly after midnight, but the wind seemed to increase in velocity, and piled the snow in high drifts, rendering street car and other travel almost impossible. The weather is bitter cold. According to Weather Officer Dey, the lowest point

below zero at 5 a. m. At 9 a. m. the mer-cury lingered close to zero. In the interior of the state the temperature is much colder. Erie reports 8 de-grees below zero; Altoona, 10 below; Clearfield, 14 below; Bellefonte, 9 below; Wil-

reached by the thermometer was 1 degree

liamsport, 6 below. All through trains on the Pennsylvania, Philadelphia and Reading and Baltimore and Ohio railroads are from two to six

Senator Brice of Ohio-The power of the government to maintain its credit and the wharf. Her passengers were forwarded hours late. At the Pennsylvania railroad station no through trains had been sent out

the proof of the pudding is in the eating. Yesterday's Star contained 36 columns of advertisements, made up of 535 separate announce: ments. These advertisers bought publicity-not merely